



**PUBLISHED TO RECORD  
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KANSAS SOARING ASSOCIATION**

**Editor: Tony Condon**

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**Number 7**

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**MIKE LOGBACK (2018-2019)**

**TIM DOUBLE (2018-2019)**



Ready to Tow on July 17<sup>th</sup>

# KSA Calendar

## 2018

August 11<sup>th</sup> - KSA Meeting - Cookout at Sunflower

August 11<sup>th</sup>-19<sup>th</sup> - Open Class Nationals - Uvalde, TX

September 8<sup>th</sup> - KSA Meeting - Cookout at Sunflower

September 20<sup>th</sup> - 23<sup>rd</sup> - Great Plains Vintage Rally - Wichita Gliderport

September 27<sup>th</sup> - 29<sup>th</sup> - Kansas Air Tour

October 13<sup>th</sup> - KSA Meeting - Elections

November 10<sup>th</sup> - KSA Meeting

December 8<sup>th</sup> - KSA Meeting

## 2019

January 12<sup>th</sup> - KSA Banquet

February 9<sup>th</sup> - KSA Meeting

March 9<sup>th</sup> - KSA Meeting

July 20<sup>th</sup> - Kansas Kowbell Klassic

## Kowbell

Kowbell 2018 featured challenging weather. Skies at Sunflower and especially west of Sunflower were very overcast. Initial climbs were very difficult and it soon became apparent that ENE was the only direction that would support soaring flight. It was also highly unstable and rain showers and storms were soon developing. By the time the intrepid Pilots reached NE Kansas, the sky was entirely washed out and the only cumulus clouds had rain falling out of them. The results:

**Tony Condon - Standard Cirrus - Atchison Airport - 185.9 Miles**

**Bob Holliday - ASH-31mi - Sabetha Airport - 178.1 Miles**



**Kate** after landing in Atchison. Crew only 5 minutes behind, the rain still arrived before glider was in the trailer.

## Sunflower Seeds

June 23<sup>rd</sup> - **Tony Condon** instructed in the 2-33 with **Colten Coughlin**, **Derald Wright**, **Matt Reese**, and **Michelle Snyder**. **Dave Wilkus** flew SR.

June 27<sup>th</sup> - **Mike Orindgreff** had a short flight in F8 during the day. In the evening, **Tony Condon** soloed **Derald Wright** in the 2-33 and did checkride prep flights for **Wilder Parks**. **Bob Holliday** towed.

June 30<sup>th</sup> - Kowbell! **Ben Sorenson** towed. **Bob Holliday** (RZ) and **Tony Condon** (K) competed. **Steve Leonard**, **Mike Logback**, **Dave Wilkus** and others observed. **Mike Orindgreff** (F8) made a local flight. **KC Alexander** crewed for **Bob Wilder Parks** and **Kirk Bittner** crewed for **Tony**.

July 1<sup>st</sup> - **Mike Orindgreff** (F8) flew for a couple hours.

July 2<sup>nd</sup> - **Mike Orindgreff** (F8) made a short local flight.

July 3<sup>rd</sup> - **Mike Orindgreff** (F8) made two local flights.

July 4<sup>th</sup> - **Mike Orindgreff** (F8) went soaring. **Wilder Parks** took his Private checkride in the 2-22, and passed! **Bob Holliday** towed.

July 5<sup>th</sup> - **Mike Orindgreff** (F8) and **Bob Holliday** (RZ) had nice flights of 260 and 367 km, respectively.

July 7<sup>th</sup> - **Kirk Bittner** towed. **Tony Condon** instructed in the 2-22. **J Riedl** went solo again. **Steve Leonard** completed his flight review. **Matt Reese** prepped for his checkride. **Kevin Riedl** took **Tony** on a nice hour long late afternoon soaring flight. **Tony** did a return to service flight on the new WSA 1-26, then **Tim Double** flew it for an hour at the end of the day. **Steve Seibel** flew the Ka6E, **Dave Wilkus** (SR), **Mike Logback** (Phoebus), **Bob Hinson** (KD), **Paul Sodamann** (Betty Boop), **Bob Holliday** (RZ), and **Steve Leonard** (VJS) all went soaring. **Jerry Boone** gave 2 rides in the 2-33. **Derald Wright** did 4 solo flights in the 2-33. **John Clark** and **Josh Maes** helped **Harry Clayton** and **Sue Erlenwein** with W&B on the WSA Libelle. **Beck Cole** observed all the activity.

July 8<sup>th</sup> - **Kirk Bittner** towed. **Kevin Ganoung** and **Derald Wright** ran the line. **Tony Condon** instructed in the 2-33. First up was **Matt Gonitzke** completing his flight review, then students **Josh Maes**, **John Clark**, and **Matt Reese**. **David Kennedy**, **Wilder Parks**, **John Peters**, and **J Riedl** all flew the 2-22. **Steve Leonard** (VJS), **Jerry Boone** (K7), **Bob Holliday** (RZ), **Mike Logback** (Phoebus), and **Bob Hinson** (KD) all went soaring. **Steve Seibel** flew the 1-26 and Ka6E. **Matt Gonitzke** also flew the Ka6E.

July 9<sup>th</sup> - **Bob Holliday** (RZ) made a very nice flight of 548 km!

July 10<sup>th</sup> - **Bob Holliday** (RZ) stretched out to 598 km! WOW!

July 11<sup>th</sup> - **Bob Holliday** towed and then launched in RZ. **Jerry Boone** (K7) and **Tony Condon** (K) were aerotow customers. **Jerry** flew to Wamego & Russel, his first 500km flight! **Tony** landed out south of Quinter, KS (Story elsewhere) and **Bob** stretched his wings to 614 km! Awesome day!

July 12<sup>th</sup> - **Bob Holliday** (RZ) flew 160km.

July 13<sup>th</sup> - **Bob Holliday** (RZ) made a 470km flight

July 15<sup>th</sup> - **Bob Holliday** towed. **Steve Leonard** and **Rob Rippy** ran the line. **Bob Hinson** and **Robert Estagin** flew their Dusters. **Kirk Bittner** flew the 2-22 and 1-26. **Tim Double** had flights in the 2-22, 1-26, and Ka6E! **Dave Wilkus** flew SR. **David Kennedy** had a flight in the 2-33. **Dave Pauly** flew his Pipistrel, and **Steve Seibel** flew the Ka6E.

July 17<sup>th</sup> - **Tony Condon** towed for **Matt Reese's** Commercial Checkride, which he passed!

July 18<sup>th</sup> - **Mike Orindgreff** (F8) had a 2.5 hr flight.

## Sunflower Seeds, Cont.

July 21<sup>st</sup> - **Tim Double** towed. **Steve Seibel** and **Paul Sodamann** ran the line. **Matt Reese** gave his sister a ride, his first glider passenger!. **Tony Condon** gave rides to Neil & Lucy, friends of **Rob Rippy**. **Rob** then took some instruction along with **John Clark**, **Josh Maes**, and **Colten Coughlin**. **Steve Leonard** mowed around the tower (Thanks **Steve!**). **Dave Wilkus** was around. **Harry Clayton** and **Sue Erlenwein** did some work on the 1-26.

July 22<sup>nd</sup> - **Kirk Bittner** towed. **Steve Seibel** and **John Clark** ran the line. **Tony Condon** instructed in the 2-33. **Aaron Maurer** did a few brush up flights and went solo. **Cooper Dube**, **Josh Maes**, and **Leah Condon** were the other students for the day. **Aaron** flew the 1-26. **Steve Leonard** worked around his hangar and helped **Dave Wilkus** with some radio gremlins in SR. **Harry Clayton** flew the 1-26.

July 24<sup>th</sup> - **Mike Orindgreff** made a 250km flight to the NW and back.

July 25<sup>th</sup> - **Mike Orindgreff** (F8) flew 127 km.

July 27<sup>th</sup> - **Mike Orindgreff** (F8) flew 250km again!

July 28<sup>th</sup> - **Jerry Boone** and **Dave** went soaring in the Pipistrel. 7500 feet over Nickerson. I think there was other flying but non report submitted.

July 29<sup>th</sup> - Auto Tows! **Kevin Ganoung** drove. Prospective members visiting included retired airline pilot Charlie from Wichita and incoming Wichita State Aerospace Engineering student Matthew Schmid from Dallas. **Steve Damon** and **Wilder Parks** were the students, **Tony Condon** instructed. **Wilder** got his ground launch endorsement and did a solo flight. **Tony** took the 1-26 up for two launches on its ground launch hook. 1200' AGL achieved on both! 14 auto tows in all. **Steve**, **Bob**, and **Barbara Leonard** were all present mid afternoon to welcome the arrival of **Bob's** 182 which was ferried in from Moriarty.

July 31<sup>st</sup> - **Bob Holliday** (RZ) and **Mike Orindgreff** (F8) flew, both about 290 km.

## Hang Gliding XC

By **Steve Seibel**

Well I FINALLY got to cloud base over Kansas in a hang glider yesterday (July 5). Launched about 7 miles south of Argonia by truck platform payout winch tow. Our 3-mile-long tow road has the potential for 3000+ ' AGL launches in light wind and 4000' AGL in moderate wind but I released early as I was obviously in a thermal -- from then on it was up, up, up... got to thermal quite a bit with another pilot who had launched earlier -- also at one point with two turkey vultures-- most of my climbs were in fairly moderate lift but there were a few times I was wishing I had spoilers on my wings as I approached cloud base-- plus I was getting COLD-- next time I'll bring along my gloves and hand warmers in a pocket I can reach in flight.

Cloud base was about 6500 feet above the ground and it took some effort not to go higher. I did a little XC out to Harper and then headed back against the light E wind but hit a blue hole and sank out-- landing was a bit dicey with no available wind indicator but I managed to pull off a strong flare and end up on my feet-- the winds were about zero which gives a pretty high groundspeed on a hot day like this one--

Throughout my flight I could see a long line of thunderstorms to the north, and a few nearby clouds were showing ominous signs of vertical development, not into thunderstorms but still into towering monsters capable of sucking up a hang glider much faster than it can descend -- after I was on the ground breaking down the glider I really thought there was potential for a thunderstorm to develop right overhead but it didn't pan out that way-- one did form a bit to the north, over Garden City

The farmer who gave me a ride back to Argonia had known Bob Parks well and that was our topic of conversation all the way back.

## Notes from the President

Greetings KSA! It's been a busy time with lots of training and soaring activity at Sunflower. We are getting into the home stretch of the season. There has been plenty to celebrate already this season with several solo's, checkrides passed, checkouts in new gliders, and badge legs earned but this is not the time to rest! There is a lot of flying left and plenty of achievements yet to come this season.

WSA's 1-26 has gotten a lot of flying in the short time it has been available and is an exciting new addition to the club! I would like to encourage all of the new 1-26 pilots in the club to join the 1-26 Association. It's a great group with a lot of good info about maintaining and flying these gliders available. They also actively nurture and support soaring achievement and competition flying in 1-26's. Check it out at [www.126association.org](http://www.126association.org). **Harry** and **Sue** are still working on bringing the Libelle online, and I know there will be even more excitement when it is available.

Work has been continuing on the KSA Grob. I know I wish it'd been flying already, but we are in the final stages of filling and sanding the fuselage and then it will be ready for paint. There were some errors found in the pneumatic plumbing which have been corrected and all the lines have been checked out. We added boom microphones and a new speaker and wired in the push to talk switches on the sticks. The battery has been upgraded to a LiFePO chemistry battery which is much lighter and should last longer than the old sealed lead acid battery. We will have to take full advantage and fly it a lot at the end of the season!

KSA Elections are right around the corner. This year we have elections for President, Vice Presidents, Towplane Manager, Secretary/Treasurer, and two Directors. We will be organizing a nominating committee soon to identify candidates. However it would be even better to have members step forward if they are interested in a particular position. Elections are during the October meeting.

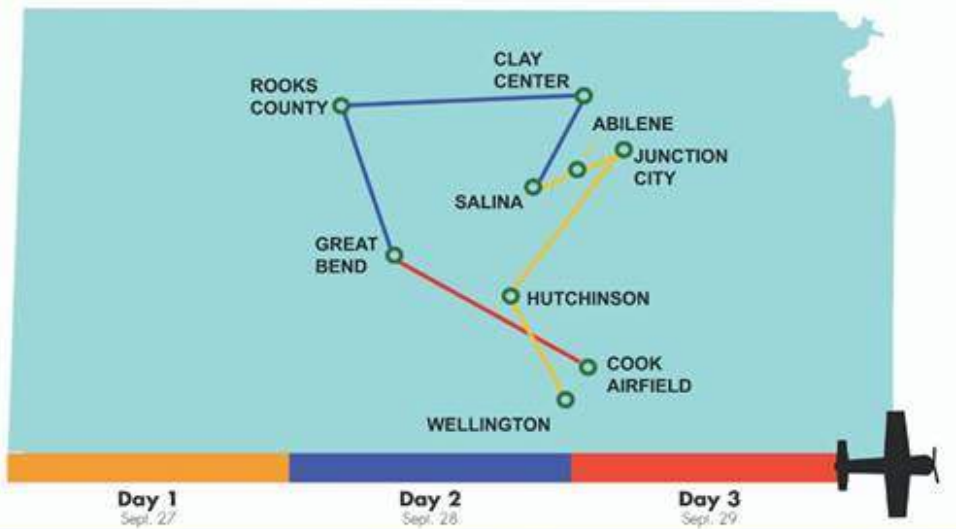
Nothing happens at Sunflower without volunteer commitment. There is no shortage of things to do. Mowing the grass, sweeping the hangar, making sure the bathroom is clean, tidying up the tiedown area, trimming trees, fixing hangar doors and a multitude of other projects are some "opportunities" to help maintain and improve the facility itself. But we also need someone to fly the towplane, instruct students, run wings, make and repair ropes, change oil and tires, etc. As we come in the second half of the season there are some holes in the duty schedule for towpilots and especially line crew. I know many of you have already put in probably more than your share of line crew days and to you I say get out and do some flying please! If you haven't been out on the line or in the towplane in a few months or maybe only once or twice this year, take a look at the online calendar, <https://www.brownbearsw.com/cal/ksa>, and sign up! It takes every single one of us to make the operation work and many hands make light work.

It took some work but with some help from other KSA members, **Brian Bird** has gotten a towhook installed and approved on his old Ag Wagon out in Atwood, KS. They are excited to start seeing glider activity out there. I've been out a couple times now with the Cirrus to visit. **Brian** has one towpilot checked out there besides himself. Let's keep this new destination in mind for some soaring safaris.

Happy Soaring,

**Tony**

# 2018 FLY KANSAS AIR TOUR



KANSAS

# AIRTOUR

2018

September 27th-29th

Join fellow aviators and tour the beautiful landscapes of Kansas while connecting with friends and inspiring the next generation of Kansas aviation! With 9 stops in 3 days spanning in all directions of central Kansas, it will be an adventure that you won't want to miss!



<https://www.eventbrite.com/e/2018-fly-kansas-air-tour-tickets-48285926506>

# Quinter

By **Tony Condon**

The forecasts were showing it to be a very good soaring day on June 11<sup>th</sup>. One so good I could not pass up. **Jerry** and I both managed to arrange to skip work and **Bob** was able to tow us. The forecasts all showed an unusually early start would be possible, and it was. I was in the air by 10:45 AM! Cloudbase was not high but the lift was there and consistent, so off I went to the northwest.

My first turnpoint declared was at Quinter, KS. I had decided that with the good conditions forecast and such an incredibly long soaring day possible, that I would go big and attempt to break **Steve Leonard's** state triangle distance record. That flight was done in the Nimbus full of water on a very good day, so I knew that it would have to be really awesome to pull it off in the Standard Cirrus. I at least had duration on my side.

The flight was a little slow but steady and things were starting to pick up as I got past Hays with a climb or two up to around 8000 ft. However, Quinter was in a hole. I had crossed a few blue patches before so the fact that it was blue wasn't too concerning. I had been seeing thin wisps forming in the previous blue areas. It was barely 2 PM and the day was cooking. As I got out into the hole and rounded the turnpoint I had realized that the ground up there was really WET! Standing water in the fields! Yikes! By now all I could do was turn south (into the wind) towards the nearest clouds and work everything I got along the way. I did, but it was not quite enough. At 2:20, I was on the ground about 15 miles south of Quinter. The field was nice. The adventure was about to start.

Farmer Bart Briggs was super friendly. His daughter was the one tilling the field I had landed in. I had hoped she would kick up a thermal but it didn't happen. Conversation fairly quickly shifted to how I was going to get home and what I was going to do with the glider. It was a 4.5 hour drive back to Sunflower. OOF. Of course this was a weekday and I had not arranged for a standby crew. I had to be at work by 7 AM the next morning. My thought process pretty quickly shifted to leaving the glider there and just getting myself home. Bart didn't mind if I left the glider at his place and even offered that we could squeeze it in his machine shed.



Shortly after landing in Bart's field

The nearest car rental was in Hays, about 1.5 hr drive from there. At one point Bart consulted with a friend or someone to see if they needed any parts or a vehicle moved between home and Hutch/Wichita, but no dice. Then he came to my complete rescue by mentioning that his brother, Joss, was a pilot and always looking for a reason to go flying. Maybe he'd be interested in flying me back? A quick phone call and sure enough he was happy to do so. Amazing!



Cessna 303 retrieve vehicle - note the sky

Turns out Joss has a Cessna 303 Crusader based at the brand-new Gove County Airport. The airport had just opened a few weeks prior and wasn't even on the sectional chart yet. The flight was fast and comfortable but also torture as cumulus were everywhere and cloudbase on takeoff was at about 10,000 feet! We landed at Hutchinson where I was happy to treat my new best friend with dinner before he headed home. **Wilder Parks** gave me a ride to Sunflower, where **Jerry** had just landed from his 500km flight.

The following weekend, **Leah** and I retrieved the glider from Bart's shed and then went up to Atwood, where I attempted to fly back to Sunflower. 25 miles west of Bart's on gravel is the Monument Rocks, which I highly recommend you all visit if you have the chance. It was cool side trip.

Quinter, Cont.



At Monument Rocks

We got to Atwood a little after sunset and were welcomed by **Brian Bird** and his boss Gary. They were both excited to finally have some glider activity at the airport after they got the towhook installed on the Ag-Wagon this summer, with **Mitch Hudson's** help.

The inaugural tow was with quite a bit of fanfare. There must've been 10 people watching from mid field as **Brian** and I went by. The goal of the flight was to make it back to Sunflower. The soaring day looked to be a good one although there was a definite risk of storms blowing up. It seemed like it would be better to the west as usual, and that the direct line to Sunflower

would not be the greatest. I declared Garden City as the first turnpoint and then Great Bend.

The flight to Garden City went pretty well with good clouds, consistent climbs and steadily rising bases. Turn-

ing east from Garden City I could see a really sweet line of clouds going southeast, and to the east and northeast towards Sunflower and Great Bend, slightly lower bases. I really should've just followed that line but I was goal oriented and there were lots of clouds anyway so off I went. I could hear the towplane and a few gliders at Sunflower. Unfortunately after a climb about 10 miles east of Garden City, I became unable to contact lift and about 3:30 I was in another field, west of Jetmore. The farmer, Davey Ross, was a super cool guy and a former car racer. Leah and I had been aiming more towards Sunflower (at my direction) and had to back track so it was a couple hours before she was there. With perfect timing there was a rain shower right overhead as we derigged in the now slightly muddy field. We were home by sunset.



The Atwood Agwagon



Davey Ross and Kate



# 164 Years of Glider Homebuilding and Future Glider Amateur-Building

Wednesday, August 15, 2018 7:00 PM - 8:30 PM CDT

Presenter: Murry Rozansky

Murry Rozansky from the Soaring Society of America discusses the dedicated glider homebuilders who made and flew their experimental craft in the 19th century, which lead to the Wright brothers' powered flight success in 1903. He will also explore the potential for homebuilders to continue the development of efficient and economical (mostly motorless) flight into the 21st century. By clicking the button, you submit your information to the webinar organizer, who will use it to communicate with you regarding EAA Webinars.

[EAA Webinars](#) | [EAA](#)

## Member Accomplishments

**Ethan Beale** passed his Private Checkride on June 11<sup>th</sup>

**Derald Wright** went solo on June 27<sup>th</sup>

**Wilder Parks** passed his Private Checkride on July 4<sup>th</sup>

**Paul Sodamann** earned Silver Duration on July 7<sup>th</sup>

**Dave Wellbrock** passed his CFI-Airplane checkride on July 7<sup>th</sup>

**Matt Reese** passed his Commercial Checkride on July 17<sup>th</sup>

## Note to Towpilots

We've noticed an increase in issues with fouled spark plugs lately.

Make sure to lean the mixture during low power setting and ground operations to help prevent this. Thanks!



WSA 1-26, 2-22, and 2-33

## KSA Towpilot Directory

If you need a towpilot, contact one of these members:

**Brian Bird** - 620-664-7844 - bljacdg@sbcglobal.net  
**Tony Condon** - 515-291-0089 - abcondon@gmail.com  
**Mike Logback** - 620-755-1786 - m\_logback@yahoo.com  
**Bob Holliday** - 316-641-6178 - moto123@sbcglobal.net  
**Jerry Boone** - 620-474-4177 - jerry@soarkansas.org  
**Paul Sodamann** - 785-456-5654 - sodie6390@gmail.com  
**Bob Blanton** - 316-841-2921 - bobblanton46@gmail.com  
**Kirk Bittner** - 860-670-5544 - kirkbittner@gmail.com  
**Tim Double** - 724-954-2938 - tjd5185@gmail.com  
**Mark Schlegel** - 316-641-5093 - pmschlegel@terraworld.net  
**Ben Sorenson** - 316-655-0287 - goneflying01@yahoo.com  
**K.C. Alexander** - 316-308-8498 - pikdriver@att.net  
**Andrew Peters** - 316-393-2261 - apsoars@yahoo.com  
**Michael Groszek** - 206-412-2985 - mig82au@gmail.com  
**Bob Hinson** - 316-841-5561 - rhinson1@cox.net  
**Kevin Riedl** - 316-253-9972 - kjrair@aol.com  
**Dave Wellbrock** - 214-507-9107 - dave.wellbrock@gmail.com  
**Lauren Rezac** - 316-619-3207 - lauren@rezac@engr.aero

## KSA CFI-Glider Directory

**Brian Bird** - 620-664-7844 - bljacdg@sbcglobal.net  
**Tony Condon** - 515-291-0089 - abcondon@gmail.com  
**Ben Sorenson** - 316-655-0287 - goneflying01@yahoo.com  
**Andrew Peters** - 316-393-2261 - apsoars@yahoo.com - Limited Availability  
**Lauren Rezac** - 316-619-3207 - lauren@rezac@engr.aero

# RULES FOR KSA FLYING AWARDS, 2018

Unless otherwise noted, the following applies to all awards:

For definition of bold terms, refer to the FAI Sporting Code Section 3-Gliding.

Awards are to be made for SOARING PERFORMANCES with a START POINT in the state of Kansas.

On distance and speed flights, the maximum LOSS OF HEIGHT allowed is 1000 meters (3281 feet)

For sailplanes without a SSA handicap, a handicap will be established by the KSA Board of Directors.

If disposable ballast is on board at takeoff, any handicap will be further multiplied by .92.

Flight documentation shall be submitted in .igc format

Task Declarations may be electronic, written, or verbal

TURNPOINTS will be attained by entering an OBSERVATION ZONE

## **Wooden Wings**

The Wooden Wings Trophy is awarded for the longest distance SOARING PERFORMANCE in a wooden winged sailplane. The task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, the flight will be scored as the distance for the achieved TURNPOINTS, plus the distance to the next declared TURNPOINT, minus the distance from the FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

## **Mamie Cup**

The Mamie Cup is awarded for the longest distance SOARING PERFORMANCE of the year. The task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, the flight will be scored as the distance for the achieved TURNPOINTS, plus the distance to the next declared TURNPOINT, minus the distance from the FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

## **KSA Flying Horse (Silver)**

The KSA Flying Horse Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 100km and less than 200km.

## **Dennis Brown Memorial**

The Dennis Brown Memorial Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 200km and less than 300km.

## **KSA Flying Horse (Gold)**

The KSA Flying Horse Trophy is awarded for the highest speed achieved around a CLOSED COURSE with a maximum of two declared TURNPOINTS and OFFICIAL DISTANCE of at least 300km.

### **Curt McNay Pilot of the Year**

The Curt McNay Pilot of the Year Trophy is awarded for the best combined score in four tasks - DURATION (6 hours maximum), GAIN OF HEIGHT, Handicapped Distance, and Handicapped Speed. Each task will be scored from a different SOARING PERFORMANCE.

The Distance task may be FREE DISTANCE or 3 TURN POINT DISTANCE.

If the COURSE is abandoned before all TURNPOINTS are achieved, the flight will be scored as the distance for the achieved TURNPOINTS, plus the distance to the next declared TURNPOINT, minus the distance from the FIX establishing a landing or starting of a MoP to the next attempted TURNPOINT, but not less than the distance to the last achieved TURNPOINT.

The speed task must be a CLOSED COURSE with an OFFICIAL DISTANCE of at least 100 KM. However, a 3 TURN POINT DISTANCE of at least 200 KM may be used if you are flying a sailplane with a handicap of 1.36 or greater. In this case, a wind correction factor of 15 MPH will be subtracted from the achieved speed prior to scoring.

1000 points will be awarded the best performance in each task. Each contestant's performance will be ratioed according to the best performance in the task being evaluated. The sum of each contestant's scores will be compared, the highest being the winner.

### **Charles Henning Award**

The intent of this trophy is to encourage more people to fly cross country.

- 1) The cross country task will be a CLOSED COURSE with any number of TURNPOINTS.
- 2) Handicapped Speed will be determined by the DURATION or 2 Hours, whichever is greater.
- 3) There is no limit on start or finish altitude.
- 5) TURNPOINTS may be any TURNPOINT published in the KSA Turnpoint File or a public use airport marked on a Sectional Chart.
- 6) The winner will be determined by averaging the two best tasks of the year for each pilot. The averaging will be accomplished by adding the two speeds and dividing by 2.

### **Lead C**

Awarded to the pilot or soaring supporter who makes the most noteworthy non-achievement during the calendar year.

### **Praying Mantis**

The Praying Mantis is awarded to the pilot who makes the most significant advance in his or her soaring ability during the calendar year. To be eligible for this award, the pilot must not yet have his or her Silver Badge at the beginning of the calendar year. The Praying Mantis selection committee consists of the KSA President, WSA President, *Variometer* Editor, WSA Chief Instructor, and the SSA State Governor for Kansas.

### **Towing Operations**

The Towing Operations trophy is awarded to the person making the most significant contribution to the operation of the KSA Towplanes for the year.

### **Maintenance Trophy**

The Maintenance Trophy is awarded to the person making the greatest contribution via maintaining equipment related to soaring flight during the year.

# KSA Duty Schedule 2018

Saturday, August 11	Bob Hinson 316-84-5561		
Sunday, August 12	Bob Blanton 316-841-2921	Ray Girardo 316-942-0638	
Saturday, August 18	Paul Sodamann 785-456-5654	Matt Gonitzke 815-980-6944	
Sunday, August 19	Brian Bird 620-664-7844	Keith Smith 785-643-6817	David Kennedy 316-841-2912
Saturday August 25	Bob Hinson 316-84-5561		
Sunday August 26	Jerry Boone 620-474-4177		
Saturday September 1	Mike Logback 620-241-8486	Ray Girardo 316-942-0638	Jerry Martin 620-960-5418
Sunday September 2		J Riedl 316-540-9821	Kevin Riedl 316-540-9821
Monday September 3 Labor Day		Steve Damon 620-386-0770	
Saturday September 8	Jerry Boone 620-474-4177	Steve Damon 620-386-0770	
Sunday, September 9		Kevin Ganoung 785-536-4540	Steve Damon 620-386-0770
Saturday, September 15	Paul Sodamann 785-456-5654	Dave Wilkus 316-706-9261	
Sunday, September 16	Bob Blanton 316-841-2921		
Saturday, September 22	Michael Groszek 206-412-985		
Sunday, September 23	Bob Hinson 316-84-5561	Kevin Ganoung 785-536-4540	
Saturday, September 29		Matt Gonitzke 815-980-6944	
Sunday, September 30	Jerry Boone 620-474-4177	David Kennedy 316-841-2912	Steve Leonard 316-249-7248

Online Calendar

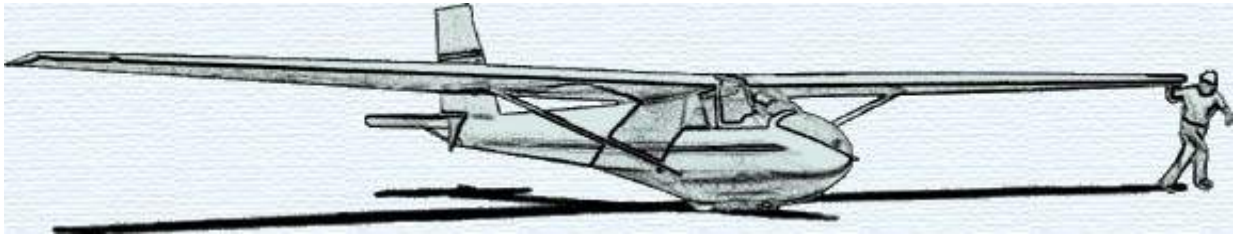
<https://www.brownbearsw.com/cal/ksa>

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



**KSA Meeting  
August 11<sup>th</sup>  
Cookout at Sunflower  
After Flying**